What was the cost for maintaining the so-called essential services? How much have you spent on breaking the strike? (*Interruptions*). (c) Lastly, Sir, did the Government try to invoke the ESMA to break the strike?

SHRI RAJESH PILOT: Mr. Chairman, Sir, first let us agree that national interests have to be kept above everything at all times, whether they are political interests or union interests. National interests are above everything. It should be the intention of every citizen of this country that national interest does not suffer at all costs. As far as Calcutta is concerned, they have.....

SHRI GURUDAS DAS GUPTA: You are attacking the trade unions, absolutely attacking the trade unions. This will not do, Mr. Pilot.

SHRI RAJESH PILOT: As far as Calcutta is concerned, it is a fact that there was a law and order situation. There was manhandling of officers. I personally talked to the hon. Chief Minister saying that he must give administrative support to the workers which unfortunately was not given. When I talked to him, he called the meeting.

WRITTEN ANSWERS TO QUESTIONS

Deterioration in D.T.C. Services

*122. SHRI RAJNI RANJAN SAHU: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government are aware that Delhi Transport Corporation Services have deteriorated after the handing over of major routes to private operators in March, 1988;

(b) whether Government are aware that Delhi Transport Corporation has practically no control over private buses operating on its routes and many private buses stop plying during lean hours;

(c) whether Government propose to exercise some control over private buses to ensure punctuality especially during lean hours and holidays;

(d) if so, what are the details thereof; and

(e) if not, what are the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) to (e) DTC has not handed over major or other routes to private operators. DTC services are supplemented by buses of private operators associated with DTC. These private buses operate their services as per schedules given by the DTC on different routes. The scheduling, ticketing, and operations are as per norms laid down by DTC, who monitor the operations. Whenever any irregularity is noticed, action is taken by the DTC against the bus owner. On receipt of specific complaints, bus owner is not only instructed to ensure operations as per scheduled trips but also, depending on the nature of the irregularity, cash penalties are imposed on defaulters. Whenever any operator send prior intimation about his absence, alternate arrangements are made by DTC with their own buses.

During the last one year, overall efficiency of DTC buses has shown distinct improvement. The current operational efficiency is over 90 per cent.

तकनीकी शिक्षा में असंतुलन

*126. श्री राम जेठमलानी :
सरदार जगजीत सिंह
अरोड़ा :

क्या मानव संसाधन विकास मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान 17 अप्रैल, 1989 के फ्रावनेंशियल एक्सप्रेस